

Specification:

In the previous Office Action, dated March 21, 2001, the disclosure was being objected to because of the use of first person language therein. In response to that Office Action, the specification was amended at several locations, however, upon further review of the specification another instance of first person language has been located.

Please amend the specification as follows. A marked-up copy of these changes are attached with this communication and labeled as *Appendix A*.

Please amend the paragraph bridging pages 19-20 of the specification as follows:

It may be desirable to add an indicator (not shown) to show how tight the brake is set. This may be a sensor which could be used as a feedback. A sensor on the apparatus 10 could be used as a feedback to the electronic system (not shown), so that the locomotive controls can tell when the brake is anywhere between 3/4 on to full on, or completely released. Preferably, a spring is provided on these valves and the pilot operated valves 68 and 72, that will cause the cylinder to go completely home, regardless of where it is set based on the spring loadings and the valves. Valves 68, 72, 64 and 62 are connected together and will be sequenced by a spring load to get the cylinder to go home. This initially happens when the spring on valve 68 is the strongest, so

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as the timing reservoir dies, valve 68 is going to flip over to a vented position first. Assume that the pressure in reservoir 18 goes from about 90 psi to 20 psi. At 20 psi valve 68 vents the air out of the cylinder, which retracts the piston 32 all the way home. The next highest load on the spring is going to be in valve 72, which may drop to about 18 psi, causing valve 72 to shift over. The spring is going to overcome the air pressure exerted on the pilot side and valve 72 is going to vent the circuit that drives valve 64 and valve 62.

Claims:

Please amend claim 1 as follows. A marked-up copy of this claim is attached with this communication and labeled as *Appendix B*.